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ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS

OF THE

PROVINCE OF ALBERTA

1928

PRINTED BY ORDER OF THE
LEGISLATIVE ASSEMBLY.



EDMONTON:

Printed by W. D. McLean, King's Printer,
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EDMONTON, JANUARY 1ST, 1929.

To His Honour

WILLIAM EGBERT,

Lieutenant Governor of the Province of Alberta,

EDMONTON, ALBERTA.

SIR—I have the honour to transmit the Seventeenth Annual Report of the Department of Railways for the year ending December 31st, 1928.

I have the honour to be, Sir,

Your obedient servant,

VERNOR W. SMITH,

Minister of Railways and Telephones.

REPORT OF THE DEPUTY MINISTER OF RAILWAYS
DEPARTMENT OF RAILWAYS AND TELEPHONES

EDMONTON, JANUARY 1ST, 1929.

THE HONOURABLE VERNOR W. SMITH,
Minister of Railways and Telephones,
EDMONTON, ALBERTA.

SIR—I have the honour to submit herewith the Annual Report of the Railways Branch of the Department of Railways and Telephones for the year ending December 31st, 1928.

Before entering upon a summarized account of the work carried out on the Provincial Railways in the course of the year 1928, it would be advisable to make reference to the one activity of a purely departmental character undertaken during the past year,—that concerned with the well-drilling operations at Waterways for the purpose of determining the presence of salt-bearing formations at that point.

Drilling operations had been carried on by the Department during the fall and winter months of 1927, but had not been carried to sufficient depth to afford a satisfactory test. Operations were continued in 1928, and on October 22nd, at a depth of 670 feet, a salt formation was entered. This formation was found to be continuous to a depth of 883 feet, thus determining the presence of a body of salt 213 feet in thickness. Drilling operations were continued to a depth of 1,003 feet, but no further salt formation was encountered.

Samples of brine solution obtained from the formation penetrated by this test-hole were submitted to the Provincial Analyst for examination, and his analysis disclosed that the salt is of 99 per cent. purity. A copy of the Provincial Analyst's report, together with a log of the well prepared from the driller's reports, are appended hereto as Schedule "D."

The results of this test may be regarded as highly successful and of the greatest future import to the Province of Alberta. The definite determination of the presence of the immense body of salt indicated by this test-well, in conjunction with the advantage afforded by its location immediately adjacent to railway facilities at Waterways, will undoubtedly result in active development within the near future and the foundation of an industry that will prove of great value not only to Alberta, but in a greater or less degree to all the western provinces.

Economic conditions continued to improve in the territory served by the Provincial lines during the past year, and this improvement is reflected in the increased revenues derived on each railway over those of the previous year. An encouraging feature of these increases in revenue is the large proportion derived from inbound traffic, due in part

to heavy importations of goods and machinery, resulting from improved conditions, and in part to the large influx of new settlers into the Peace River district during the year. Evidence of the large expansion in crop acreage which occurred in 1928, in the territory served by these railways, is seen in the number of new grain elevators erected, a total of sixty new elevators being constructed at various points on the northern railways in the course of the season.

A descriptive summary of the work carried out on the Provincial Government railways during the past year is presented hereafter under the heading of each of the railways composing the present system.

THE EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY

Increased traffic and the necessity of overcoming the accumulation of deferred maintenance, again necessitated heavy tie renewals on this railway, a total of 240,992 ties being renewed in the course of the season. A further quantity of 24,544 lineal feet of tamarac switch ties was also used for renewal of switch ties.

A total of 40,789 tie plates were placed on curves where required, and 1,962 pairs of centre angle-bars were applied at various points to overcome creeping track.

Further extensive ballasting operations were necessary during the season, a total of 119,048 cubic yards of ballast being distributed and placed in the track in the course of the year. Of this amount 115,351 cubic yards were used for re-conditioning purposes, the balance of 3,645 cubic yards being placed in new side-tracks, wye, and other capital works. This ballast was obtained from pits at Mile 103, Mile 172.5, and Mile 298. Approximately 7,000 cubic yards of material were excavated in grading access tracks and stripping pits. The cost of distributing ballast during the past season, including all rental of and repairs to equipment, was sixty-eight cents per cubic yard.

Extensive repairs were required on the bridges, trestles, and culverts on this line, the sum of \$35,140.72 being expended in this connection during the year. Sixty-nine bridges were repaired, 45 bents being entirely re-driven. A total of 110,030 F.B.M. of timber and 23,240 lineal feet of piling and posts were used in these bridge repairs.

New pile bridges and additions to existing pile bridges involved the driving of 28 new bents, a total of 4,615 lineal feet of piling and 29,290 F.B.M. of timber being used in these bents. In addition to the above work 4,500 lineal feet of side piling was driven for the purpose of stabilizing embankments.

Considerable repairs and replacements were also required on the log culverts on this railway, 2,715 lineal feet of corrugated galvanized iron pipe and 20,285 F.B.M. of timber being used in replacing decayed wooden culverts. A further quantity of 282 lineal feet of corrugated galvanized iron pipe was placed in the main line and in new sidings.

New wooden box culverts having a total length of 250 feet were placed in new track and other points where required.

The remarkable expansion which has occurred during the past two years in the territory served by this railway resulted in a demand for increased trackage facilities at a number of sidings, additions and improvements to sidings being carried out at the under-mentioned points during the course of the season, as under:

- Access road widened out and improved at Pickardville;
- Access road graded at Jarvie;
- Access road graded at Flatbush;
- New side-track at Smith;
- Access road graded at Slave Lake;
- Passing-track extended and access road graded at Kinuso;
- Access road graded at Faust;
- Access road graded at Enilda;
- New team track at McLennan and extension to Stockyard track and coach track;
- Elevator track extended and access road graded at Falher;
- Elevator track extended and access road graded at Girouxville;
- New wye constructed at Culp;
- Access road graded at Rahab;
- Access road graded and station ground improvements at Belloy;
- Passing track and elevator track extended, new team track constructed, and access road graded at Sexsmith; and
- Passing track extended at Grande Prairie.

In addition to the above work the passing track at Slave Lake, 900 feet of the passing track at Kinuso, and 800 feet of the passing track at Belloy were taken up and re-laid at 29 feet centers on account of the construction of new facilities at those points.

The construction of the above-mentioned trackage, and the necessary access roads and drainage ditches involved the excavation of 36,947 cubic yards of material. New trackage laid amounted to 1.78 miles.

The North-West Lumber Company's log spur at Mile 64.6 having fulfilled the purpose for which it was originally constructed, was lifted during the month of May and the salvaged track material, consisting of 3.62 track miles, was utilized in the main line and sidings, and on the Central Canada Railway. A further total of 1.70 miles of trackage was also picked up at various points on the line where no longer required and re-laid in new sidings.

New right-of-way fencing was erected at various points where required, approximately 17 miles of new fencing being constructed. Extensive repairs were also carried out

on existing right-of-way fencing on all districts, 5,283 fence posts being renewed during the year. A total of 700 lineal feet of new snow-fencing was provided and approximately 19,000 lineal feet of the original snow-fencing was re-conditioned.

Seven new highway crossings and fifteen new farm crossings were constructed during the season. A total of 408 lineal feet of corrugated galvanized pipe was used in replacing decayed log culverts in highway and farm crossings, and 474 lineal feet of corrugated galvanized iron pipe were placed under new access roads and new highway and farm crossings.

A new portable dwelling was placed at Morinville for the accommodation of the agent at that point, the former agent's dwelling being moved to Faust for use as a section-men's bunk house. A portable station building fitted for the accommodation of an agent was also provided at Enilda, the building formerly in use at that point being moved to Faust for use as a section foreman's bunk house. A standard station shelter and 50 feet of platform were placed at Canyon Creek (Mile 176.8).

A new standard type "B" station building, size 24 feet by 47 feet, with 200 feet of new platform, was constructed at Sexsmith, this building being provided with agent's living quarters and equipped with a hot-air heating system and electric light installation. The portable station building formerly at Sexsmith was moved to Eaglesham for use as a shelter station at that point, while the portable freight shed at Sexsmith was fitted up as a section foreman's bunk house and moved to Webster.

The station building at Grande Prairie was wired for an electric light installation.

New tool houses were provided at Jarvie, Watino, Wanhams, Rycroft and Esher.

Standard combination loading platforms and two-pen stockyards were constructed at Jarvie and Slave Lake, and standard loading platforms were erected at McLennan and Rycroft. A separate two-pen stockyard was also constructed at the latter point, while an additional pen was added to the existing stockyard at Kinuso.

It was found advisable to increase the capacity of the power-generating plant at McLennan, and with this in view, an addition was made to the machine shop at that point (size 15 feet by 28 feet) for the purpose of housing the new plant which will be installed and in operation early in the present year.

The construction of a 5,000,000 gallon water-storage reservoir had been commenced at McLennan during the fall of 1927, but had been only partially completed. This reservoir was completed during the past season, a total of 26,391 cubic yards of material being excavated in the reservoir and the necessary intakes and pipe line. A

10,000 gallon water tank, deriving its supply from this reservoir, was also constructed, together with a standard pump house, size 14 feet by 14 feet.

A new water station was also constructed at Belloy, this consisting of a water storage reservoir having a capacity of 3,200,000 imperial gallons, a standard 25,000 gallon enclosed wooden water tank, 726 lineal feet of pipe line and a standard pump house. The construction of the reservoir, together with the required intake, offtake and pipe line, necessitated the excavation of 33,327 cubic yards of material.

The telegraph line was re-conditioned between Edmonton and Kinuso, 1,351 poles being re-set and 786 poles re-straightened.

Some new fire-guarding was undertaken on the Grande Prairie branch, approximately four miles of new fire-guards being plowed.

Further additions to the rolling stock of this railway were necessitated in order to provide for the requirements of increased traffic, and for this purpose four new Decapod type locomotives, four day coaches, and five baggage cars were purchased and placed in service during the year. Additions and improvements were also made to four passenger coaches, two sleeping cars and one dining car.

At the last session of the Legislature the Government was authorized to raise by way of loan the sum of \$735,000.00 for the purpose of constructing an extension of the Grande Prairie branch "from Mile 65 in a general north-westerly direction for a distance of twenty-five miles." (Chap. 62, Stat. 1928).

The necessary surveys had been made early in the season and a line finally located from Wembley to a point in the vicinity of Hythe Post Office, where favorable conditions were obtainable for terminal and townsite purposes. Before actual construction could be proceeded with, however, it was necessary for the Company to secure the passage at Ottawa of legislation authorizing the proposed extension. Obstructive tactics on the part of certain eastern members resulted in delaying the passage of the bill, with the result that the authorizing legislation was not passed until June 5th, 1928. Approval by the Board of Railway Commissioners was obtained on June 15th, and actual construction was commenced on June 22nd. Notwithstanding the disadvantage entailed as a result of this delay, the grading and bridging was completed and track laid to Hythe, the new terminus of the Grande Prairie branch, by December 10th. The season's ballasting and surfacing operations were discontinued on December 24th, and it is the intention to open this extension for operation on January 14th, 1929.

Suitable ballasting material had been located in the vicinity of Mile 67, about three miles north-west of Wembley, and a spur track about two miles in length was

constructed for the purpose of obtaining access thereto. A ballast pit was opened up and preliminary lift was given over the entire extension, a total of 29,482 cubic yards being loaded, hauled, and placed in the track before the close of the season.

An elevator track was constructed at Mile 71.1 (Hual-len), a passing track, elevator track, and warehouse track at Mile 78.4 (Beaverlodge), an elevator track at Mile 83.5 (Albright), and a passing track, elevator track and warehouse track at Mile 88.1 (Hythe). A coaling track, engine house tracks, and wye were also constructed at the latter point.

A pile and frame trestle of 24 bents was erected at Mile 72.8 and another of 13 bents at Mile 75.5. Pile trestles were constructed at Mile 81.6 (5 bents), Mile 85.3 (4 bents), and Mile 86.0 (6 bents).

The right-of-way was fenced throughout with standard woven-wire fencing, and a telegraph line consisting of two wires supported on cross-arms was erected between Wembley and Hythe.

A 25,000 imperial gallon enclosed wooden tank was erected at Wembley, this tank being supplied from a drilled well already in existence at that point. Another water station consisting of a 25,000 imperial gallon enclosed wooden tank, pump house and drilled well, is now in course of construction at Hythe.

Portable station buildings fitted for the accommodation of an agent, together with portable freight sheds adjoining, were placed at Beaverlodge and Hythe. Shelter-stations for Huallen and Albright are under construction, and will be placed before the extension is opened for operation.

Separate grain-loading platform and four-pen stockyards were provided at Beaverlodge and Hythe, while combination loading platforms and two-pen stockyards are now in course of construction at Huallen and Albright.

An area of approximately 150 acres was purchased for townsite purposes in the vicinity of Beaverlodge Siding, and a portion of this area consisting of about 50 acres was subdivided and placed on the market on September 15th. Eighty-one lots have been sold in this subdivision to date, and a flourishing community of approximately one hundred and fifty people is now well established at this point.

At Hythe Siding an area of approximately 134 acres was acquired for townsite purposes, about 51 acres of this area being subdivided during the summer. A total of 130 lots have been disposed of in this townsite to date, and a thriving village of approximately 200 population with an up-to-date hotel, bank, stores, lumber yards, and residences is now in existence.

The total cost of this extension to date is \$553,573.72, and it is anticipated that the final cost will be well below the amount appropriated for its construction.

Thirty standard grain elevators were erected at various points on the Edmonton, Dunvegan and British Columbia Railway during the past season, twelve of these being located on the new extension.

Revenues of the Edmonton, Dunvegan and British Columbia Railway for the year 1928, amounted to \$1,867,192.99, compared with \$1,369,132.02 for the previous year, an increase of \$498,060.97. After deducting all expenses with the exception of interest, there was a surplus of \$795,246.28 compared with \$353,479.02 in 1927, representing an increase in net revenue of \$441,767.26. Condensed income statement and general balance sheet are appended.

THE CENTRAL CANADA RAILWAY

Tie renewals were again found to be an urgent requirement on this railway, a total of 45,416 ties being renewed during the season. Tie plates to the number of 2,700 were placed on curves where required.

A total of 11,986 cubic yards of ballast was distributed in the course of the season, of which 10,900 cubic yards were used in re-conditioning track, and the remainder in siding extensions.

Necessary bridge repairs were carried out on all bridges where required, 43 bents being cut off and framed. A total of 28,540 F.B.M. of timber and 800 lineal feet of piling was used in these repairs. Fourteen decayed log culverts were replaced with corrugated galvanized iron pipe, a total of 402 lineal feet of pipe being placed in this connection. A further 408 lineal feet of culvert pipe was placed in new farm and highway crossings, and under new access roads.

Considerable work was necessitated in the removal of numerous small slides, and cleaning out cut ditches on the Peace River hills, a total of 4,853 cubic yards being removed by contract, and 320 cubic yards by section forces.

The rapid development of the territory served by this railway necessitated the expansion of trackage facilities at a number of points during the past season, additions and improvements to sidings being carried out at the following points:

Siding extended and access roads constructed at Reno;
New elevator track and access road constructed at Judah;

Private spur constructed for Midland Grain Company, Limited, at Peace River;

Team track at Peace River extended and connected at east end;

Elevator track at Roma extended and access road graded; and

Elevator track at Grimshaw extended and access road graded.

The construction of the above-mentioned trackage and

access roads involved the removal of 23,222 cubic yards of material, and the laying of 4,030 lineal feet of track.

A combination grain-loading platform and two-pen stockyard was constructed at Reno, while a standard shelter and 50 feet of platform was installed at Roma.

A portable station building, 12 feet by 32 feet, fitted for the accommodation of an agent, was placed at Grimshaw.

Considerable repairs were made to the protection fencing and east approach to Peace River Bridge in the course of the season.

A fifteen-mile extension of the Central Canada Railway had been authorized at the last session of the Legislature, (Chap. 65, Stat. 1928) an amount of \$435,000.00 being appropriated for the purpose of extending the line in a generally westerly direction from Whitelaw.

The necessary surveys for this extension had been made some years previously, and a contract for the required grading and other work was entered into on May 14th, 1928. Construction was commenced on May 22nd, and aided by favourable weather conditions, the work was actively proceeded with, with the result that track was laid and ballasted, and the extension opened for operation by November 2nd, 1928, approximately five months from the commencement of construction.

A deposit of gravel and sand suitable for ballasting purposes was located at Mile 76.5, about two miles east of Brownvale, and a spur track approximately one and one-half miles in length was constructed and track laid for the purpose of obtaining access thereto. A total of 55,518 cubic yards of ballast was obtained from this pit, of which 49,680 cubic yards was hauled to the new extension, the balance of 5,838 cubic yards being distributed between Mileage 54 and Mileage 85. The extension was given a lift of ballast averaging 3,170 cubic yards per mile, this including yardage distributed in connection with station ground improvements at Bluesky and Fairview.

A pile trestle of 10 bents was erected at Mile 88.3, and another of 6 bents at Mile 91.2.

Elevator tracks were constructed at Mile 91.9 (Bluesky) and at Mile 97.4 (Fairview), the latter point being the new terminus of the railway. A passing track, warehouse track, coaling track and wye were also constructed at Fairview.

Approximately 12.8 miles of right-of-way were fenced with standard woven-wire fencing, and a telegraph line consisting of two wires supported on poles and cross-arms was erected between Whitelaw and Fairview.

The construction of a water station consisting of a 25,000 imperial gallon enclosed wooden tank, 340 feet of pipe line, a pump house and dam, was commenced late in the

season, and is at this date about 50 per cent. completed. This water station is located at Mile 88.4 and will derive its supply from Little Burnt River, the water from that source having been found to be of satisfactory quality for locomotive purposes.

A portable station building and 150 feet of platform was provided at Bluesky Siding, while a standard Type "B" station, size 24 feet by 47 feet, was erected at Fairview, this station being provided with agent's living quarters, and equipped with a hot-air heating system and electric light installation. A platform 200 feet in length was constructed in connection with this station building.

A combination grain-loading platform and two-pen stockyard was constructed at Bluesky, and a separate loading platform and a two-pen stockyard were provided at Fairview.

A standard section foreman's bunk house with a lean-to addition, and a standard sectionmen's bunk house were placed at Fairview. The enginemen's bunk house, formerly at Whitelaw, was moved from that point and placed at Fairview. A standard tool house was also placed at the latter point.

An area of 72 acres was acquired by the Company adjoining Bluesky Siding, and a portion of this area was subdivided for townsite purposes, and placed on the market during the summer.

At Fairview an area of approximately 87 acres was secured by the Company for townsite purposes, this area being subdivided and the lots placed on the market during the month of August. The Village of Waterhole, located some three miles south, has now practically been moved to the new townsite of Fairview, and a total of 129 lots has been disposed of to date. A substantial and thriving community is now in existence at this point with an estimated population of 250, and there is every indication that Fairview will develop into one of the most prosperous towns in the Peace River territory.

The cost of the Whitelaw-Fairview extension at this date is \$321,954.37, and it is anticipated that the completed cost will be considerably below the amount of the appropriation.

Twenty-one new standard elevators have been constructed at various points on the Central Canada Railway during the past season, ten of these being located on the new extension.

Revenues of the Central Canada Railway totalled \$154,054.36 during the past year, as compared with \$83,908.72 for the year 1927, an increase of \$70,145.64. The net deficit was reduced from \$66,267.88 in 1927 to \$39,513.35 in 1928, an improvement of \$26,754.51. Condensed income statement and general balance sheet are appended to this report.

THE PEMBINA VALLEY RAILWAY

This railway had been practically completed during 1927, so that the only expenditures made during the past year were for minor facilities which had not been provided or completed at the end of the previous year.

The station platform at Barrhead was completed during the month of January, and an additional pen was added to the stockyard at Manola.

Twenty-two sets of cattle guards were placed in position at highway crossings, and four high approaches at public crossings were protected by the erection of standard protection fences.

Some additional work was carried out in connection with the Pembina River bridge during the months of January and February, when a total of 329 cubic yards of rock boulders were hauled, and deposited around the centre pier so as to prevent scoring at all stages of water.

One new elevator has been erected on this line during the past year, this being at Highridge Siding.

As a result of the continued growth of the townsite of Barrhead, it was found advisable to subdivide a further area in order to meet the demands of those desiring additional locations in the Government's subdivision. An additional sixty-six lots were made available for sale in the month of October, and a number of these lots have since been disposed of.

The year's operations on the Pembina Valley Railway resulted in a loss of \$7,198.09. This line was only opened for operation on October 18th, 1927, the total revenues for the year 1928 being \$24,864.10, and expenses \$32,062.19. Condensed income statement and general balance sheet are appended.

THE ALBERTA AND GREAT WATERWAYS RAILWAY

On this line ties to the number of 69,807 were renewed in the course of the season, 30,450 ties being placed south of Lac la Biche and 39,357 between Lac la Biche and Waterways.

Bridge repairs were carried out wherever found necessary, 37 bents being cut off and framed. A total of 13,265 F.B.M. of timber and 249 lineal feet of piling was used on these bridge repairs. Thirty log culverts were repaired and placed in safe condition, and 100 lineal feet of corrugated galvanized iron pipe was used to replace decayed log culverts. Four log culverts were completely renewed, 9,350 F.B.M. of timber being used for this purpose.

A small quantity of ballast was placed during the season, a total of 3,300 cubic yards being hauled by section forces with push-cars, and placed at various points between Mile 127 and 271.

A total of 4.75 miles of track was picked up in unused ballast pits and other points where it was not required, most of the salvaged track material being transferred to the Edmonton, Dunvegan and British Columbia, and Central Canada Railways for use in new construction on those lines. In order to facilitate the turning of passenger trains at the Edmonton terminal a portion of the wye at Dunvegan Yards was taken up and an improved wye layout installed whereby a double diamond crossing of the coach tracks was eliminated and a re-arrangement of the coach tracks made feasible. This new wye layout and extensions to the coach tracks involved the laying of 3,950 feet of new track, and five complete turnouts.

A new public crossing was constructed at Mile 40.8, while new farm crossings were installed at Mile 22.2 and Mile 34.6.

A considerable amount of work was necessitated during the season in cleaning out cut ditches, 39,680 lineal feet of ditches being cleaned out by the section forces in the course of the season.

A road 1,400 feet in length was constructed at Fedorah to facilitate access to the elevator and other facilities at that point, and the access road at Boyle was extended 600 feet to provide improved access to the expanding facilities at that siding.

The loading platform at Bon Accord was moved to a new location with the object of providing space for a new elevator. A loading platform was constructed at Caslan, while a shelter-station and fifty feet of platform was placed at Ellscott. A section foreman's bunk house was placed at Boyle, and extensive alterations and improvements were made to Boyle station building in preparation for the opening of an agency at that point. Repairs were carried out at all water stations, station buildings, and all other structures wherever found necessary.

A charging set was installed at Dunvegan Yards for the purpose of facilitating the charging of electric storage batteries in passenger equipment. Considerable additions and improvements were also made to the coach track facilities at Dunvegan Yards, these consisting of extensions of the light, water, and steam lines serving these coach tracks.

An addition to the work equipment was made by the conversion of a disused box-car into a snow flanger for winter use on this railway.

A consolidation type locomotive had been purchased for the Lacombe & North-Western Railway in the year 1926, and was, of course, included in the assets of the Lacombe & North-Western Railway when that railway was disposed of to the Canadian Pacific Railway, early in 1928. This locomotive was required for service on the Government's northern lines, and an arrangement was accordingly entered into whereby its purchase from the C. P. R. was effected by the Alberta & Great Waterways Railway Company, at a cost of \$37,000.00.

Evidence of the agricultural development which is taking place along the Alberta & Great Waterways Railway is afforded by the number of new elevators which were constructed during the season, eight of these being erected at different points between Carbondale and Lac la Biche.

There was an increase of \$38,407.90 in total revenues of the Alberta & Great Waterways Railway in the year 1928, as compared with 1927, revenues for the former year totalling \$370,050.88, while 1927 revenues were \$331,642.98. Net revenues exclusive of interest charges increased from \$19,223.89 in 1927 to \$61,674.57 in 1928, an improvement of \$42,450.68. Condensed income statement and general balance sheet are appended.

LACOMBE AND NORTH-WESTERN RAILWAY

During the month of January, an offer was received by the Government from the Canadian Pacific Railway Company for the purchase of this railway upon terms which appeared to afford a basis for consideration. After some negotiations, the Canadian Pacific Railway Company submitted an amended offer whereby it agreed to pay to the Province of Alberta the sum of \$1,500,000.00 in cash, and to indemnify the Province against future liability on outstanding five per cent. bonds of \$273,700.00. A further consideration was an undertaking on the part of the Canadian Pacific Railway to construct a twenty-mile extension of the railway within three years from the date of transfer.

In view of the fact that any operating surpluses earned on this railway since its inception had been practically negligible, and that its disposal would relieve the Province of interest charges amounting to approximately \$81,000.00 annually, the total financial consideration was considered satisfactory, and the Government decided to accept the offer submitted. An agreement was accordingly prepared embodying the terms of the offer, and ratifying legislation was passed at the last session of the Legislature, as a result of which the entire assets of the Company were transferred to the Canadian Pacific Railway Company on March 1st, 1928.

The Lacombe & North-Western Railway has been under the control of the Province since the year 1917, during which period the track has been extended from Lacombe to Breton, a distance of 72 miles. Construction of the twenty-mile extension previously referred to was commenced by the Canadian Pacific Railway during the past season, and it is anticipated will be completed and in operation some time during the year 1929.

I append hereto the following schedules and statements:

Schedule "A",—Statement of Railway Mileage of Alberta, 1905-1928.

Schedule "B",—Statement of Railway Mileages of the Western Province, 1927-1928.

Schedule "C",—Statement of Railway Companies incorporated by Statutes of the Province of Alberta from 1905 to 1928 inclusive.

Schedule "D",—Analysis of Salt Samples Obtained from Provincial Government Test Well at Waterways, and Log of Salt Well.

Condensed Income Statements of Edmonton, Dunvegan & B. C. Railway, Central Canada Railway, Pembina Valley Railway, and Alberta & Great Waterways Railway, year ending December 31st, 1928.

Condensed General Balance Sheets of Edmonton, Dunvegan & B. C. Railway, Central Canada Railway, Pembina Valley Railway, and Alberta & Great Waterways Railway, as at December 31st, 1928.

I have the honour to be Sir,

Your obedient servant,

JNO. CALLAGHAN,

Deputy Minister.

SCHEDULE "A"
STATEMENT OF RAILWAY MILEAGE OF ALBERTA
1905-1928

		<i>Total Mileage</i>	
1905	Canadian Pacific Railway	1060	1060
1906	Canadian Pacific Railway	1061	
	Canadian Northern Railway	178	1239
1907	Canadian Pacific Railway	1106	
	Canadian Northern Railway	220	1326
1908	Canadian Pacific Railway	1106	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	40	1366
1909	Canadian Pacific Railway	1156	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	129	1505
1910	Canadian Pacific Railway	1269	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	293	1782
1911	Canadian Pacific Railway	1387	
	Canadian Northern Railway	329	
	Grand Trunk Pacific Railway	384	2100
1912	Canadian Pacific Railway	1480	
	Canadian Northern Railway	912	
	Grand Trunk Pacific Railway	638	
	Edmonton, Dunvegan & B. C. Railway..	25	3055
1913	Canadian Pacific Railway	1638	
	Canadian Northern Railway	1171	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Railway..	131	3647
1914	Canadian Pacific Railway	1887	
	Canadian Northern Railway	1188	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Railway..	240	
	Alberta & Great Waterways Railway.....	75	4097
1915	Canadian Pacific Railway	1909	
	Canadian Northern Railway	1247	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Railway..	337	
	Alberta & Great Waterways Railway.....	175	
	Central Canada Railway	48	4423
1916	Canadian Pacific Railway	1920	
	Canadian Northern Railway	1250	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Railway..	408	
	Alberta & Great Waterways Railway.....	223	
	Central Canada Railway	49	4557
1917	Canadian Pacific Railway	1920	
	Canadian Northern Railway	1193	
	Grand Trunk Pacific Railway	643	
	Edmonton, Dunvegan & B. C. Railway..	408	
	Alberta & Great Waterways Railway.....	272	
	Central Canada Railway	49	
	Lacombe & Blindman Valley E. Railway	20	4505
1918	Canadian Pacific Railway	1920	
	Canadian Northern Railway	1195	
	Grand Trunk Pacific Railway	640	
	Edmonton, Dunvegan & B. C. Railway..	408	
	Alberta & Great Waterways Railway.....	287	
	Central Canada Railway	49	
1919	Lacombe & Blindman Valley E. Railway	20	4519
	Canadian Pacific Railway	1920	
	Canadian National Railways	1306	

SCHEDULE "A"—*Continued.*

		<i>Total Mileage</i>	
	Grand Trunk Pacific Railway	640	
	Edmonton, Dunvegan & B. C. Railway..	408	
	Alberta & Great Waterways Railway.....	294	
	Central Canada Railway	49	
	Lacombe & North-Western Railway.....	33	4650
1920	Canadian Pacific Railway	1921	
	Canadian National Railways	1361	
	Grand Trunk Pacific Railway	640	
	Edmonton, Dunvegan & B. C. Railway..	408	
	Alberta & Great Waterways Railway	284	
	Central Canada Railway	49	
	Lacombe & North-Western Railway.....	33	4696
1921	Canadian Pacific Railway	1974	
	Canadian National Railways	1373	
	Grand Trunk Pacific Railway	643	
	Edmonton, Dunvegan & B. C. Railway..	408	
	Alberta & Great Waterways Railway.....	282	
	Central Canada Railway	72	
	Lacombe & North-Western Railway.....	37	4789
1922	Canadian Pacific Railway	1993	
	Canadian National Railways	1363	
	Grand Trunk Pacific Railway	611	
	Edmonton, Dunvegan & B. C. Railway..	408	
	Alberta & Great Waterways Railway.....	282	
	Central Canada Railway	72	
	Lacombe & North-Western Railway.....	49	4778
1923	Canadian Pacific Railway	1994	
	Canadian National Railways	1973	
	Edmonton, Dunvegan & B. C. Railway..	408	
	Alberta & Great Waterways Railway.....	282	
	Central Canada Railway	72	
	Lacombe & North-Western Railway.....	49	4778
1924	Canadian Pacific Railway	2009	
	Canadian National Railways	1974	
	Edmonton, Dunvegan & B. C. Railway..	423	
	Alberta & Great Waterways Railway.....	282	
	Central Canada Railway	85	
	Lacombe & North-Western Railway.....	49	4822
1925	Canadian Pacific Railway	2076	
	Canadian National Railways	2085	
	Edmonton, Dunvegan & B. C. Railway..	423	
	Alberta & Great Waterways Railway.....	286	
	Central Canada Railway	85	
	Lacombe & North-Western Railway.....	49	5004
1926	Canadian Pacific Railway	2078	
	Canadian National Railways	2117	
	Edmonton, Dunvegan & B. C. Railway..	423	
	Alberta & Great Waterways Railway.....	286	
	Central Canada Railway	85	
	Lacombe & North-Western Railway.....	72	5061
1927	Canadian Pacific Railway	2146	
	Canadian National Railways	2148	
	Edmonton, Dunvegan & B. C. Railway..	423	
	Alberta & Great Waterways Railway.....	286	
	Central Canada Railway	85	
	Lacombe & North-Western Railway.....	72	
	The Pembina Valley Railway	26	5186
1928	Canadian Pacific Railway	2304	
	Canadian National Railways	2205	
	Edmonton, Dunvegan & B. C. Railway..	423	
	Alberta & Great Waterways Railway.....	286	
	Central Canada Railway	98	
	The Pembina Valley Railway	26	5342

SCHEDULE "B"

STATEMENT OF RAILWAY MILEAGE OF THE
WESTERN PROVINCES, 1927-1928

ONTARIO

West of Port Arthur

	December 31st 1927	December 31st, 1928
Canadian Pacific Railway	334	334
Canadian National Railways	790	790
	<u>1124</u>	<u>1124</u>

MANITOBA

Canadian Pacific Railway	1766	1765
Canadian National Railways	2705	2897
Great Northern Railway	160	160
	<u>4631</u>	<u>4822</u>

SASKATCHEWAN

Canadian Pacific Railway	3528	3605
Canadian National Railways	3836	3948
	<u>7364</u>	<u>7553</u>

ALBERTA

Canadian Pacific Railway	2146	2304
Canadian National Railways	2148	2205
Edmonton, Dunvegan & B. C. Railway.....	423	423
Alberta & Great Waterways Railway.....	286	286
Central Canada Railway	85	98
The Pembina Valley Railway	26	26
	<u>5186</u>	<u>5342</u>

BRITISH COLUMBIA

Canadian Pacific Railway	1345	1334
Canadian National Railways	1430	1442
Great Northern Railway	399	399
Pacific Great Eastern Railway	395	395
Kettle Valley Railway	329	319
	<u>3898</u>	<u>3889</u>
Total Mileage	22,203	22,730

SCHEDULE "C"

STATEMENT OF RAILWAY COMPANIES INCORPORATED BY STATUTES OF THE PROVINCE OF ALBERTA FROM THE YEAR 1905 TO THE YEAR 1928 INCLUSIVE

<i>Name—</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Alberta & Great Waterways Railway Company..	1909, Ch. 46	1909, Ch. 16 & 46 1910 (2), Ch. 9 & 11 1913 (2), Ch. 6, S. 1 1915, Ch. 2, S. 10
Alberta Metropolitan Railway Company	1911-1912, Ch. 33	1913 (1), Ch. 47
Alberta Midlands Railway Company	1909, Ch. 45	
Alberta North-Western Railway Company	1906, Ch. 53	1908, Ch. 29 1909, Ch. 47 1910 (2), Ch. 46 1913 (1), Ch. 9, S. 14
Alberta Oil, Coal and Wheat Railway Company	1906, Ch. 48	1909, Ch. 51
Alberta Pacific Railway Company	1910 (2), Ch. 47	1912, Ch. 30
Alberta Southern Railway Company	1906, Ch. 52	
Alberta-Saskatchewan Central Railway Lines	1910 (1), Ch. 18	
Alberta Western Railway Company	1910 (2), Ch. 53	
Alberta-Hudson's Bay Railway Company		
(See High River & Hudson's Bay Railway Company)		
Athabasca & Fort Vermilion Railway Company ..	1915, Ch. 33	
Athabasca Valley Railway Company	1911-1912, Ch. 31	1913 (2), Ch. 41 1914, Ch. 35 1917, Ch. 51
Bassano Electric Railway Company	1911-1912, Ch. 38	1913 (2), Ch. 2, S. 24
Bassano & Bow Valley Railway Company	1915, Ch. 34	
Bow River Collieries Railway Company	1908, Ch. 28	1910 (1), Ch. 21 1913 (1), Ch. 45
Brule Lake Railway Company	1913 (1), Ch. 41	1915, Ch. 35 1917, Ch. 52
Burmis-Carbon Railway Company	1924, Ch. 47	
Calgary-Knee Hill Railway Company	1907, Ch. 26	1909, Ch. 41
Calgary Petrol Interurban Railway Company	1913 (2), Ch. 42	
Calgary South-East Electric Railway Company	1911-1912, Ch. 37	

SCHEDULE "C"—*Continued.*

<i>Name—</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Calgary & South-Western Railway Company	1918, Ch. 57	1921, Ch. 71 1923, Ch. 61 1925, Ch. 70 1926, Ch. 74 1927, Ch. 79
Calgary, Carbon & Red Deer Railway Company.. (See Knee Hill Rly.)		1911-1912, Ch. 32
Canadian-American Collier- ies, Limited	1923, Ch. 68	1925, Ch. 69
Canadian Northern West- ern Railway Company ..	1910 (2), Ch. 48	1911-1912, Ch. 29 1913 (1), Ch. 40 1915, Ch. 2, S. 8
Carbon Hill Railway Com- pany	1908, Ch. 39	1910 (1), Ch. 20
Canmore Railway Company	1916, Ch. 43	
Central Canada Railway Company	1913 (1), Ch. 46	1914, Ch. 30 1915, Ch. 36 1917, Ch. 53 1918, Ch. 4, S. 15 1919, Ch. 4, S. 9 1920, Ch. 4, S. 18 1921, Ch. 5, S. 41 1928, Ch. 63 1928, Ch. 64
Chestermere & Calgary Suburban Rly. Company	1910 (2), Ch. 52	1913 (1), Ch. 49 1914, Ch. 34
Chinook Railway Company	1913 (1), Ch. 39	
Cochrane & South-Western Railway Company	1911-1912, Ch. 34	
Crow's Nest Pass Street Railway Company	1911-1912, Ch. 41	
Crow's Nest & Prairie Electric Rly. Company ..	1907, Ch. 28	
Crow's Nest & Tent Moun- tain Railway Company ..	1917, Ch. 54	
Diamond Railway Company	1917, Ch. 25	
Edmonton & Athabasca Railway Company	1906, Ch. 51	
Edmonton Interurban Rail- way Company	1910 (2), Ch. 49	1911-1912, Ch. 36
Edmonton North-Western Radial Railway Company	1914, Ch. 32	
Edmonton Radial Tram- ways	1908, Ch. 33	1909, Ch. 28 1911-1912, Ch. 68, S. 1
Edmonton, Stony Plain & Wabamun Rly. Company	1913 (1), Ch. 54	1915, Ch. 37
Elbow River Suburban Railway Company	1913 (1), Ch. 51	1915, Ch. 38
High River & Hudson's Bay Railway Company	1910 (1), Ch. 51	1913 (1), Ch. 42 1914, Ch. 33 1916, Ch. 42 1917, Ch. 55
Alberta-Hudson's Bay Rail- way Company		1920, Ch. 48

SCHEDULE "C"—*Continued.*

<i>Name—</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Knee Hill Railway Company	1907, Ch. 27	1911-1912, Ch. 32
Kootenay, Alberta & Athabasca Railway Company..	1906, Ch. 49	
Kootenay & Alberta Railway Company	1909, Ch. 44	
Lacombe & Blindman Valley Electric Railway Company	1909, Ch. 48	1910 (2), Ch. 55 1913 (1), Ch. 53 1917, Ch. 23 1919, Ch. 29
Lacombe & North-Western Railway Company		1921, Ch. 55 1928, Ch. 68
Lacombe & Brosseau Railway Company	1910 (1), Ch. 19	
Lacombe, Bullockville & Alix Electric Railway Company	1909, Ch. 49	1910 (2), Ch. 54
Lethbridge Radial Tramway Company	1907, Ch. 30	1913 (1), Ch. 52
Luscar Collieries, Ltd.	1921, Ch. 78	
Magrath Railway Company	1911-1912, Ch. 35	
Maharg Electric Railway Company	1911-1912, Ch. 39	
Medicine Hat Electric Railway Company	1911-1912, Ch. 40	
Medicine Hat Central Railway Company	1919, Ch. 60	
Medicine Hat & Southern Railway Company	1913 (1), Ch. 50	
Medicine Lake Collieries Railway	1924, Ch. 46	1927, Ch. 78
Peace River & Great Western Railway Company ..	1910 (2), Ch. 50	1913 (1), Ch. 38
Pembina Valley Railway	1926, Ch. 62	
Pincher Creek, Cardston, Montana Railway Company	1906, Ch. 48	1909, Ch. 51
Pincher Creek & Southern Railway Company	1909, Ch. 38	
Red Deer Railway Company	1907, Ch. 29	1909, Ch. 39
Red Deer Valley Railway Company	1917, Ch. 56	
Royal Collieries Railway Company	1909, Ch. 37	
Smoky Valley & Peace River Railway Company	1915, Ch. 39	
South-East Calgary Electric Railway Company ..	1911-1912, Ch. 37	
Southern Alberta Railway Company	1909, Ch. 40	
Strathcona Radial Tramway	N. W. T. 1904 Ch. 34	1906, Ch. 45 1907, Ch. 31
Strathcona Central Railway Company	1909, Ch. 42	1914, Ch. 2, S. 22
Taber Transit Company	1913 (1), Ch. 44	1916, Ch. 41
Tramways, Limited	1913 (1), Ch. 48	
Vermilion & Cold Lake Railway Company	1906, Ch. 50	1907, Ch. 24

SCHEDULE "D"

LOG OF SALT WELL AT WATERWAYS, ALBERTA

LOCATION: N.E. ¼, SECTION 10, TOWNSHIP 89, RANGE 9,
WEST OF THE FOURTH MERIDIAN

Elevation Above Sea Level, 800 ft.

Depth From Surface				Strata
0	Ft.	to	116 Ft.	Sand and gravel.
116	"	"	127 "	Boulders, sand and gravel.
127	"	"	131 "	Limestone, with layers of fine gravel.
131	"	"	151 "	Hard limestone.
151	"	"	274 "	Limestone.
274	"	"	313 "	Shale.
313	"	"	335 "	Mottled limestone, shale, and shale and lime- stone.
335	"	"	490 "	Shale, and limestone streaked with shale.
490	"	"	530 "	Limestone, brown and grey rock, streak of cry- stal shale.
530	"	"	560 "	Brown and grey rock, limestone, brown and white rock, pitted limestone with streaks of clay.
560	"	"	595 "	Limestone and shale.
595	"	"	629 "	Brown rock, limestone with brown streak, and limestone.
629	"	"	670 "	Limestone.
Salt indications at 643 feet.				
670	"	"	883 "	SALT.
883	"	"	893 "	Hard limestone.
893	"	"	923 "	Limestone.
923	"	"	932 "	Gypsum.
932	"	"	948 "	Limestone and shale.
948	"	"	953 "	Gypsum.
953	"	"	956 "	Salt with rock cutting.
956	"	"	958 "	Gypsum, (sticky formation).
958	"	"	962 "	Shale.
962	"	"	976 "	Gypsum.
976	"	"	1003 "	Shale and gypsum.

COPY OF REPORT OF PROVISIONAL ANALYST ON SAMPLES OF
SALT SOLUTION TAKEN FROM SALT WELL AT
WATERWAYS, ALBERTA

(Located in N. E. ¼, Section 10, Township 89, Range, 9, West of the
Fourth Meridian)

	Sample No. 1	Sample No. 2	Sample No. 3
Total Solids—Per cent by weight.....	14.18	14.20	14.03
Specific Gravity	1.105	1.105	1.105
Total Solids—Lbs. per gal.	1.566	1.568	1.550

ANALYSIS OF TOTAL SOLIDS

	Sample No. 1	Sample No. 2	Sample No. 3
Sodium Chloride	98.90	99.04	99.00
Calcium Sulphate	0.76	0.74	0.78
Calcium Chloride	0.09	0.07	0.08
Magnesium Carbonate	0.06	0.06	0.06
Magnesium Chloride	0.07	0.07	0.07

NOTE:—Sample No. 1 contained no iron.
Samples No. 2 and No. 3 contained slight sediment of iron
oxide.

THE EDMONTON, DUNVEGAN & BRITISH COLUMBIA
RAILWAY COMPANY

CONDENSED INCOME STATEMENT YEAR ENDING
DECEMBER 31st, 1928

Operating Revenues—

Freight	\$ 1,253,068.45	
Passenger	361,016.82	
Excess Baggage	2,631.06	
Sleeping Car	28,753.67	
Mail	21,946.41	
Express	42,539.27	
Switching	10,602.52	
Special Service Train	3,565.38	
Dining Car	26,103.80	
Storage—Freight	1,155.39	
Storage—Baggage	1,149.50	
Demurrage	1,420.60	
Telegraph and Telephone	16,241.32	
Rent of Buildings and Other Property	6,224.41	
Miscellaneous	5,777.60	
Joint Facility	Dr. 35.77	
		\$ 1,782,160.43

Operating Expenses—

Maintenance of Way and Structures	\$ 251,881.15	
Maintenance of Equipment	102,512.96	
Traffic	10,625.38	
Transportation	483,208.22	
Miscellaneous Operations	20,479.28	
General	22,560.02	
Transportation for Investment	Cr. 19,295.98	
		\$ 871,971.03
Net Operating Revenue		\$ 910,189.40

Other Revenue—

Hire of Equipment	\$ 24,903.18
Joint Facility Rents	24,686.01
Miscellaneous	5,770.28
Outside Operations	29,673.09
	\$ 85,032.56

Other Expenses—

Taxes	\$ 10,584.73	
Hire of Equipment	168,955.53	
Joint Facility Rents	17,212.05	
Miscellaneous Operations	53.31	
Outside Operations	3,170.06	199,975.68
		\$ 114,943.12

Net Revenue	\$ 795,246.28
Dividend Income—Central Canada Express	82,527.60
	\$ 877,773.88
Interest on Funded and Unfunded Debt	789,683.61
Net Corporate Income	\$ 88,090.27

CENTRAL CANADA RAILWAY COMPANY

CONDENSED INCOME STATEMENT YEAR ENDING
DECEMBER 31st, 1928

Operating Revenues—			
Freight	\$	88,128.14	
Passenger		26,362.05	
Excess Baggage		225.87	
Sleeping Car		1,376.63	
Mail		1,097.09	
Express		2,753.77	
Switching		21.00	
Special Service Train		413.97	
Storage—Freight		343.97	
Storage—Baggage		8.80	
Demurrage		1,006.50	
Telegraph and Telephone		1,091.84	
Rent of Buildings and Other Property		921.18	
Miscellaneous		624.30	
			\$ 124,375.11
Operating Expenses—			
Maintenance of Way and Structures.....	\$	47,445.34	
Maintenance of Equipment		11,322.34	
Traffic		1,429.16	
Transportation		88,142.62	
General		4,095.82	
Transportation for Investment	Cr.	4,395.95	
			\$ 148,039.33
Net Operating Deficit	\$		23,664.22
Other Revenue—			
Hire of Equipment	\$	3,975.07	
Joint Facility Rents		305.61	
Miscellaneous		929.03	
Outside Operations		24,469.54	
	\$		29,679.25
Other Expenses—			
Taxes	\$	1,129.86	
Hire of Equipment		40,797.82	
Joint Facility Rents		2,432.24	
Miscellaneous		59.44	
Outside Operations		1,109.02	45,528.38
			\$ 15,849.13
Net Deficit	\$		39,513.35
Interest on Funded and Unfunded Debt.....			184,550.38
Net Corporate Loss	\$		224,063.73

THE PEMBINA VALLEY RAILWAY

CONDENSED INCOME STATEMENT YEAR ENDING
DECEMBER 31st, 1928

Operating Revenues—

Freight	\$	11,459.49	
Passenger		2,123.11	
Excess Baggage		6.97	
Mail		196.72	
Express		397.05	
Storage—Freight		29.15	
Storage—Baggage		4.15	
Demurrage		23.00	
Telegraph and Telephone		78.16	
Rent of Buildings and Other Property		230.59	
Miscellaneous		126.00	
			\$ 14,674.39

Operating Expenses—

Maintenance of Way and Structures	\$	7,869.99	
Maintenance of Equipment		2,114.98	
Traffic		719.14	
Transportation		13,268.55	
General		1,867.42	
			\$ 25,840.08

Net Operating Deficit\$ 11,165.69

Other Revenue—

Hire of Equipment	\$	5,124.00	
Outside Operations		5,065.71	
	\$		10,189.71

Other Expenses—

Hire of Equipment	\$	5,995.04	
Joint Facility Rents		137.95	
Outside Operations		89.12	
			\$ 6,222.11
			\$ 3,967.60

Net Loss\$ 7,198.09

THE ALBERTA & GREAT WATERWAYS RAILWAY COMPANY

CONDENSED INCOME STATEMENT YEAR ENDING DECEMBER 31st, 1928

Operating Revenues—			
Freight	\$	217,918.61	
Passenger		55,146.78	
Excess Baggage		704.09	
Sleeping Car		5,356.55	
Mail		2,312.11	
Express		23,333.36	
Dining Car		5,343.25	
Station and Train Privileges		570.00	
Storage—Freight		160.91	
Storage		212.75	
Demurrage		561.00	
Telegraph and Telephone		2,162.58	
Rent of Buildings and Other Property		1,848.76	
Miscellaneous		10,517.58	
Joint Facility	Cr.	35.77	
			\$ 326,184.10
Operating Expenses—			
Maintenance of Way and Structures	\$	130,092.47	
Maintenance of Equipment		30,785.95	
Traffic		3,313.80	
Transportation		85,916.98	
Miscellaneous Operations		4,778.74	
General		9,281.50	
			\$ 264,169.44
Net Operating Revenues			\$ 62,014.66
Other Revenue—			
Hire of Equipment	\$	27,827.65	
Joint Facility Rents		13,037.49	
Miscellaneous		1,497.39	
Outside Operations		1,504.25	
	\$	43,866.78	
Other Expenses—			
Taxes	\$	5,535.91	
Hire of Equipment		7,896.87	
Joint Facility Rents		24,885.63	
Outside Operations		5,888.46	
		44,206.87	
			\$ 340.09
Net Revenue			\$ 61,674.57
Interest on Funded and Unfunded Debt			759,059.23
Net Corporate Loss			\$ 697,384.66

THE EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY COMPANY

CONDENSED GENERAL BALANCE SHEET AS AT DECEMBER 31st, 1928

ASSETS

Railway	\$13,515,374.62
Equipment	1,154,913.54
Miscellaneous Physical Property.....	28,520.80
Current Assets	1,019,217.94
Deferred Assets	79,497.13
Unadjusted Debits	78,479.77
Deficit	8,485,108.69
	<hr/>
	\$24,361,112.49

LIABILITIES

Capital Stock	\$ 250,000.00
4% Guaranteed Debentures	7,000,000.00
4½% First Mortgage Bonds	2,420,000.00
Surplus—Royal Bank Settlement	2,551,424.26
Federal Subsidy—Grande Prairie Branch	338,382.48
Additions to Property—Construction Donations	4,235.53
Province of Alberta—Loans	3,718,720.31
Province of Alberta—Advance—Royal Bank Settlement	1,275,000.00
Province of Alberta—Interest	5,684,292.50
Current Liabilities	972,127.16
Unadjusted Credits	146,930.25
	<hr/>
	\$24,361,112.49

CENTRAL CANADA RAILWAY COMPANY

CONDENSED GENERAL BALANCE SHEET AS AT DECEMBER 31st, 1928

ASSETS

Railway	\$ 3,950,193.18
Equipment	12,715.09
Miscellaneous Physical Property	8,958.43
Current Assets	591,213.88
Deferred Assets	16,057.68
Unadjusted Debits	6,830.14
Deficit	1,907,522.69
	<hr/>
	\$ 6,493,491.09

LIABILITIES

Capital Stock	\$ 221,350.00
Subsidies—Peace River Bridge	350,000.00
Surplus—Royal Bank Settlement	28,104.73
Province of Alberta—Loans	3,751,466.15
Province of Alberta—Interest	1,522,997.50
Current Liabilities	611,813.12
Unadjusted Credits	7,759.59
	<hr/>
	\$ 6,493,491.09

THE PEMBINA VALLEY RAILWAY

 CONDENSED GENERAL BALANCE SHEET AS AT
 DECEMBER 31st, 1928

ASSETS

Railway	\$ 702,789.58
Equipment	49,300.22
Miscellaneous Physical Property	2,527.55
Current Assets	13,847.04
Deferred Assets	3,080.40
Unadjusted Debits	353.91
Deficit	7,917.70
	<hr/>
	\$ 779,816.40

LIABILITIES

Province of Alberta—Advances	\$ 775,000.00
Current Liabilities	3,523.85
Unadjusted Credits	1,292.55
	<hr/>
	\$ 779,816.40

 THE ALBERTA & GREAT WATERWAYS RAILWAY
 COMPANY

 CONDENSED GENERAL BALANCE SHEET AS AT
 DECEMBER 31st, 1928

ASSETS

Railway	\$11,124,345.42
Equipment	529,223.90
Miscellaneous Physical Property	81,176.80
Current Assets	236,465.44
Deferred Assets	264.05
Unadjusted Debits	2,364.32
Deficit	4,504,626.09
	<hr/>
	\$16,478,466.02

LIABILITIES

Capital Stock	\$ 50,000.00
5% First Mortgage Debentures	7,400,000.00
Province of Alberta—Loans	3,484,875.99
Province of Alberta—Interest	5,463,736.98
Current Liabilities	52,471.60
Unadjusted Credits	27,381.45
	<hr/>
	\$16,478,466.02

